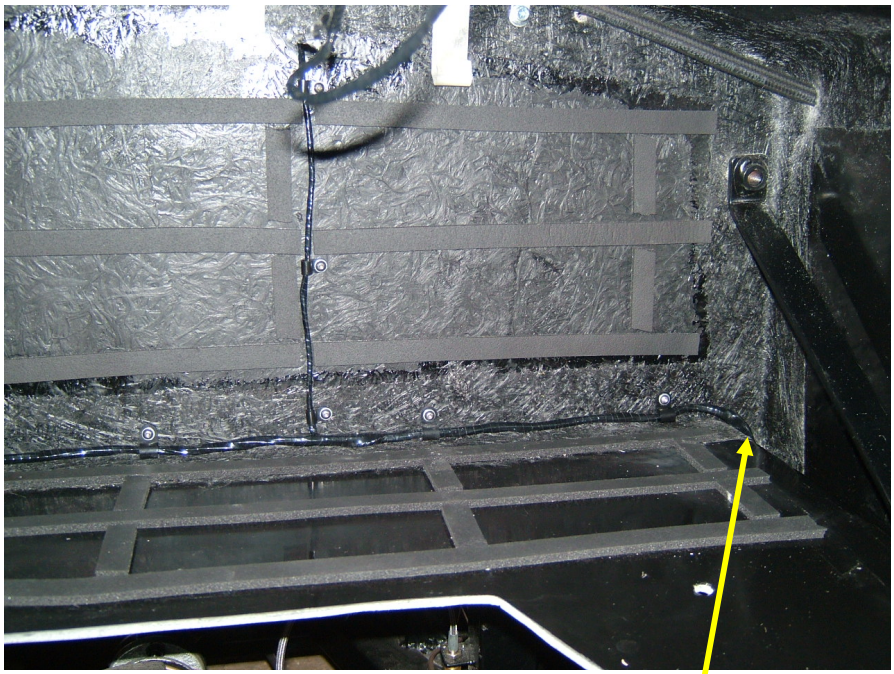
My Hawk build part 17 by Stuart Clarke

Anyone for Spaghetti? Part a.

I was now up to the stage when I need to think about wiring the Hawk.
I'd thought about recreating an original looking loom, but there's always the issue of compliance. I decided that I'd fit a standard Hawk loom that should work and shouldn't cause any major issues at the IVA test.
The Hawk wiring loom consists of three looms, Engine Bay, Dash and back end. These all plug together to make a complete loom. It comes complete with "nearly" everything that's needed, including switches, fuses, relays and battery connections. There's even an immobiliser kit and I think it makes for quite good value for money.
I laid the three looms out and marked the connection points using masking tape to try to make it easier with the installation.

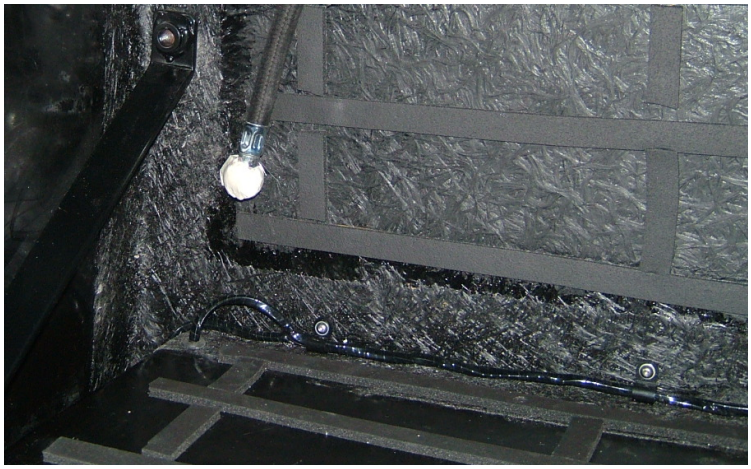
This took a couple of hours to do but I bet it will save hours of frustration in the future.

I started with the rear harness first. The reason being is because I wanted to fit the fuel tank. The rear harness goes from the dash, along the off side under the drivers door and up into the boot area.



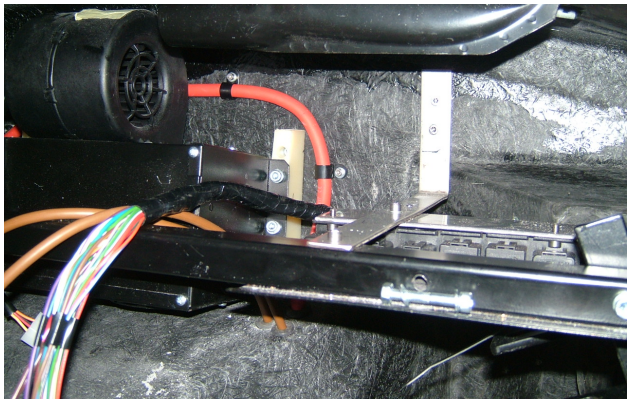
Entry point for rear harness

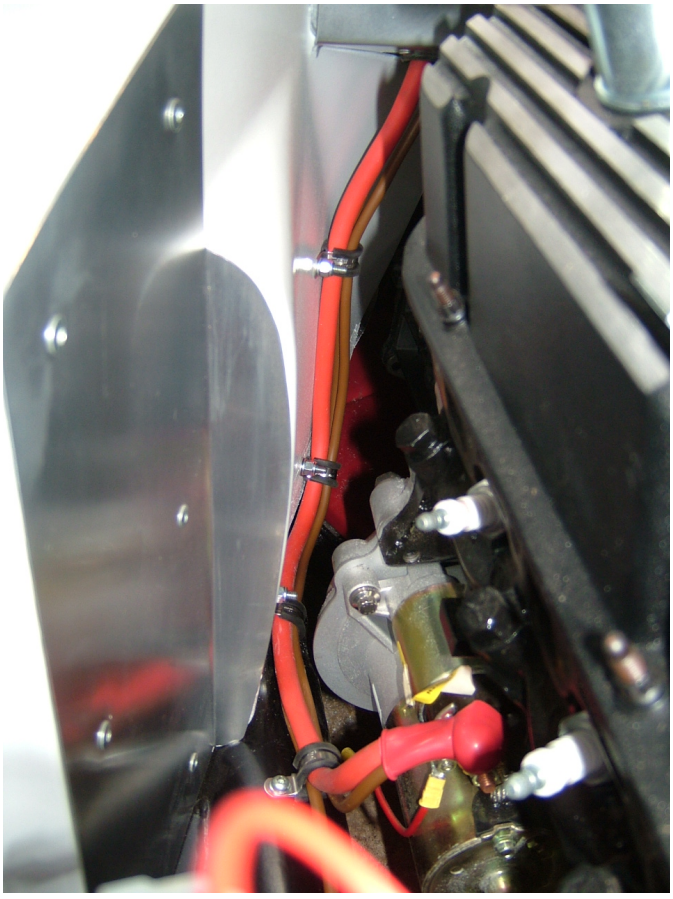
The harness enters the boot in the off side “gulley” It then splits and one section goes behind the fuel tank to service the near side lights, fuel pump, fuel level sender and number plate light and the other leg services the off side lights. I ensured that the loom was well secured with plastic P clips and I drilled and tapped the fixing screws.



There’s a grommet included for the exit through the boot floor for the fuel pump

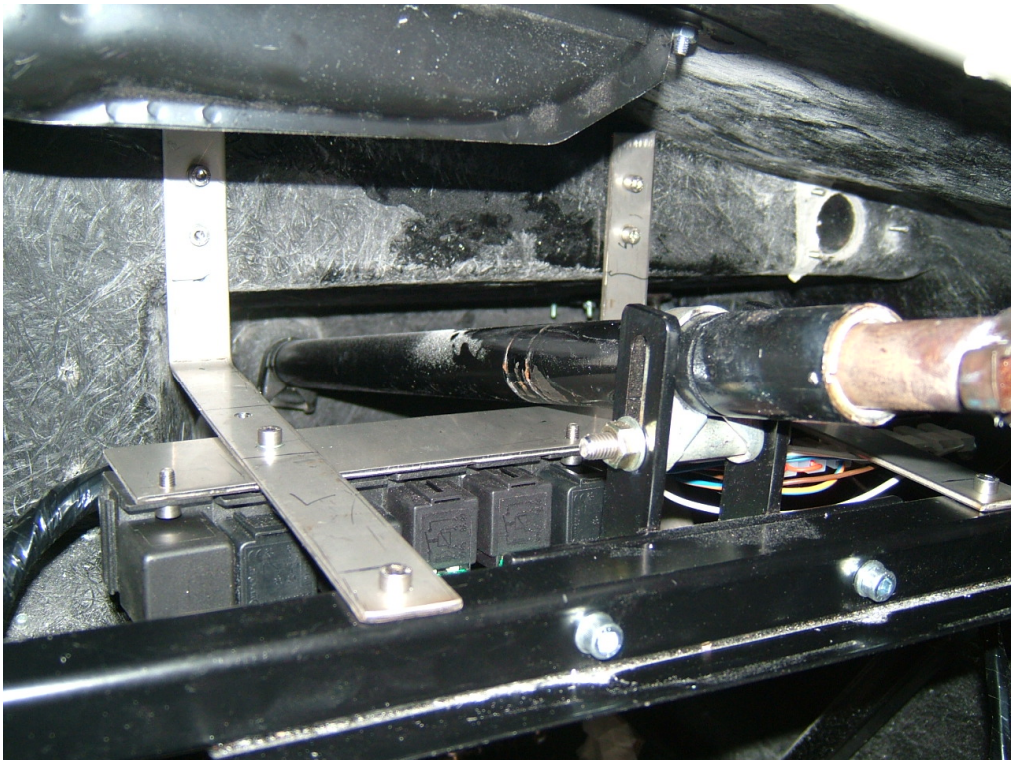
I'd ordered some extra connectors to connect the lights and other items in the boot area and as soon as they arrive I'll continue with the back end. In the mean time I'll fit the battery and start running the engine bay loom. For the battery I decided on an Optima Red top battery. They've got good reviews and look quite retro in the design. I'd also decided to fit an Isolator switch in the passenger footwell. I'd seen a couple fitted by members of the 289 register and I liked the idea of being able to isolate the electrical supply both for maintenance and also as an anti theft addition. I cut the hole for the Isolator switch and drilled the hole for the main battery cable to starter motor feed through the end of the footwell.





The cable was run behind the dash, over the heater and down through the transmission tunnel to the starter motor. Normally the main feed for the rest of the loom would also connect to the same connection on the starter motor but as I was fitting an Ammeter, I needed to run the feed and return from this connection, to the ammeter then back to an insulated stud connection back in the engine compartment. I then could then connect the original multi strand main loom to starter motor connection, to this insulated stud. This will be done later.

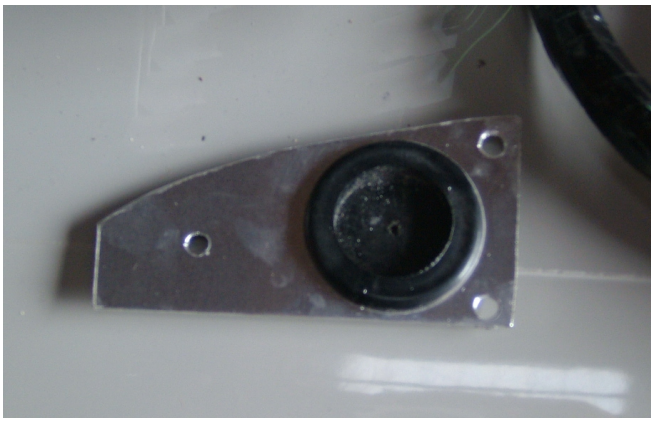
In addition to my “Build mods” I’d also decided to do things a bit different with the fuses and relays. Normally these are fitted on the driver’s footwell in the engine compartment. I didn’t like that idea, so I chose to come up with a cunning plan of mounting them under the steering column. I made some stainless steel brackets and temporarily fitted the upper column to make sure everything fitted.



This was a much tidier option and would just mean that I’d have to lengthen a couple of the legs of the engine bay loom to compensate for the relocation. This left engine bay uncluttered and devoid of the unsightly modern relays! When the dash is fitted I’ll make a black plastic removable cover to fit over the relays and fuses. I’ll see how that one works out.

I just needed to get the loom through the bulkhead into the engine bay. The loom hasn’t really been designed to deal with set up that I’d come up with but it wasn’t a major issue. I just needed to use a slightly larger grommet to enable me to feed some of the “chunkier” parts of the loom through. Larger blind or semi blind

grommets for larger panel thicknesses are out of reach of my Internet searches. (I did find some but they wanted a minimum order quantity of 100 @ 95p each!) So I resorted to using one of the 32mm blind grommets that I used on the chassis for the brake pipes and fuel pipes and I made an aluminium bracket to suit.



This could be fitted to the engine side of the bulkhead and the loom could easily be passed through. I drilled a hole slightly larger than the grommet in the fibreglass and the grommet sat in the recess quite nicely.

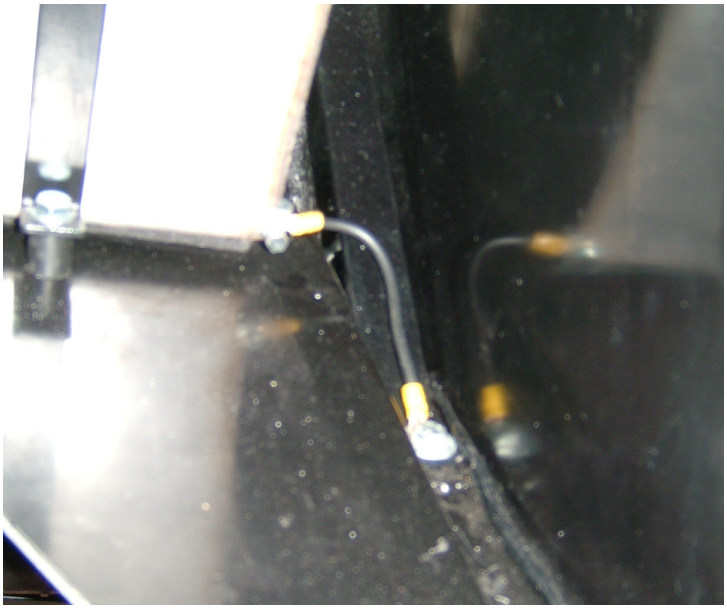
This was now all ready to feed the engine bay harness through and I'll cover that in the next episode.

I received all of the bits I'd ordered so I could continue to connect everything in the rear harness. I wanted, at this stage of the build, to fit everything using connectors, I do understand that sometimes this can cause additional areas where faults can occur but I'll cross that bridge when I come to it as I'm sure in

the long run, the pro's will out weigh the con's. The modern multi plug connectors are a little unsightly and can be quite awkward to fit. (This is very true of the fuel pump connectors and I'd fit the connectors to this with the body off if I did build another Hawk!)
The tank sender connectors were already connected on the loom and they just plugged on to the tank sender spade terminals.

I then started on the lights.
I did try to make a fairly neat job of it.

I did the lights one at a time, connected the male connectors to the lights and the female connectors on the loom. I also crossed them off on the wiring list as I did them. The connectors are a very secure fit. I just hope that "Mr or Mrs IVA tester" is happy with my handy work.
Reading from other builders, it's quite important to earth the fuel tank. Rather than drilling and tapping into it I found some radiator earth clamps in the RS catalogue that fitted perfectly over the edge of the tank and I ran a 6mm earth lead to a suitable chassis bolt. It's always good to do this type of thing in such a way that it makes it easily visible to "IVA tester person". Hopefully they will then assume that things they can't see have been done in the correct manner too.



The last thing to connect up at the back end was the number plate light. I also used some dual pole connectors and I taped the cable, which is pre-fitted into the boot lid, to the boot hinge using loom tape. The other end was then fed into the number plate light and connected up.